

## **PURPOSE AND ORGANIZATION**

Each year, the Alameda County Congestion Management Agency (CMA) prepares the *State of Transportation in Alameda County*, commonly known as the *Performance Report*. This report:

- Summarizes how the transportation system is functioning in Alameda County;
- Identifies needed transportation improvements for the Congestion Management Plan (CMP) Capital Improvement Program; and
- Forecasts future updates for consideration in the long-range *Countywide Transportation Plan*.

The Performance Report is organized around four transportation modes—roadways, transit, bicycle and pedestrian—and presents measures to evaluate progress to achieve the CMA’s goals for each mode. It also includes supporting documentation in the appendices.

## **ALAMEDA COUNTY COMMUTERS**

In 2008, the population in Alameda County grew one percent to 1,543,000, according to the California Department of Finance. This population represents more than a one percent increase above the 2007 population. Of the 58 counties in California, Alameda County was the 7th largest county in the State of California and the second largest in the Bay Area. In 2008, 719,100 jobs were in Alameda County, representing a 4.3 percent loss in jobs since 2007.<sup>1</sup>

The majority of Alameda County workers (approximately 67 percent) drove alone to work, followed by 26 percent who traveled by alternative modes (transit, carpool, walking and bicycling)<sup>2</sup>. (See Figure I-1.) Alameda County workers were slightly more inclined to use transit to arrive at their workplace compared to workers in most of the rest of the Bay Area.<sup>3</sup>

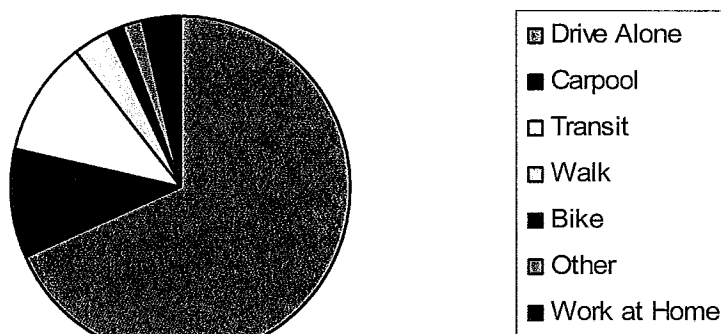
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<sup>1</sup> State of California Employment Development Department.

<sup>2</sup> The remainder of Alameda County workers found other ways to get to work or worked at home.

<sup>3</sup> MTC’s 2007 American Community Survey.

**Figure I-1: How Alameda County Workers Commute**



Source: MTC's American Community Survey, 2007

## TRANSPORTATION MODES

### Roadways

Roadways focus on a portion of the transportation system defined as the CMP-designated roadway system. The CMP system is a subset of the Metropolitan Transportation System (MTS), which includes the entire CMP-designated roadway system plus major arterials, transit services, rail, maritime ports, airports and transfer points that are critical to the region's movement of people and freight (see Appendix A-1 for the MTS and CMP-designated street and highway system).

About 215 miles of state facilities and 306 miles of local arterial roadways on the MTS are in Alameda County. The CMP network, a subset of the MTS, consists of:

- 134 miles of interstate freeways
- 71 miles of conventional state routes
- 26 miles of local arterial roadways

### Transit

The following three types of transit services are available in Alameda County (see Appendix B-1):

- **Rail**—Provided by the Bay Area Rapid Transit (BART); Capitol Corridor between Sacramento and San Jose; and Altamont Commuter Express (ACE) between Stockton and San Jose.

- **Bus**—Provided by Alameda County (AC) Transit, Livermore-Amador Valley Transit (LAVTA) and Union City Transit; public-private shuttle services throughout the county; and subscription bus service in East County.
- **Ferry**—Provided by the Alameda/Oakland Ferry and Alameda Harbor Bay Ferry.

## **Bicycle**

The CMA and the Alameda County Transportation Improvement Authority (ACTIA) Boards adopted the updated *Countywide Bicycle Plan* in October 2006, which when completed will total 549 miles of bicycle facilities. The Plan has three levels of investment: the Vision, The Financially Constrained Network and a list of High Priority projects. As of 2009, about 229 of these miles (42 percent) have been completed with an additional 320 miles of planned (new or rehabilitated) facilities. The Plan also includes:

- 17 new traffic signals
- 27 freeway interchange improvements
- 12 new bicycle/pedestrian bridges, underpasses and overcrossings
- Improved connections to transit

The 212-mile Financially Constrained Network, a subset of the Vision, is based on bicycle facilities that can be completed with available revenues over the next 25 years. The High Priority projects consist of 28 miles of bicycle facilities, totaling \$36 million for construction. It is based on a list of projects that can be completed within four years of Plan adoption.

## **Pedestrian**

Developed by ACTIA and adopted by the ACTIA and CMA Boards in October 2006, the *Countywide Strategic Pedestrian Plan* includes:

- A vision for a walkable county;
- Information about walking in the county;
- Priorities for countywide projects and programs;
- Estimates for the cost of completing countywide pedestrian improvements; and
- Guidance for countywide discretionary pedestrian funds.

## **PERFORMANCE MEASURES**

Measuring the performance of each mode for the Performance Report relied primarily on available data and established data collection processes. For each mode measured, the following agencies collected applicable data:

- Roadways—Caltrans, Metropolitan Transportation Commission (MTC) and CMA
- Transit—Alameda County's transit operators

- Bicycle—15 jurisdictions in Alameda County
- Pedestrian—Under development

Below is a summary of performance measures used for the analysis.

## **Roadways**

- Duration and Amount of Congestion—How much congestion is found on county freeways and arterial roadways? How long are travelers delayed due to congestion?
- Average Speed—How fast or slow are motorists traveling?
- Travel Times—How long does it take to travel from one location to another?
- Road Maintenance—What is the quality of roadway pavement throughout the county?
- Accidents—Where are accidents occurring in the county?

## **Transit**

- Ridership—How many people used transit?
- Service Coordination—How well are services being coordinated between destinations?
- Vehicle Maintenance—How often and to what extent do vehicles need repair?
- Routing—How much transit service is provided?
- Frequency—How often is transit available?

## **Bicycle Plan Implementation**

- Completed High Priority Projects—How many High Priority projects were constructed?
- Bicycle Counts—How many people traveled by bicycle?
- Bicycle Collisions with Motor Vehicles—How many bicyclists encounter vehicle collisions?

## **Pedestrian Plan Implementation**

The Pedestrian Plan does not have established performance measures. The following means of tracking progress of implementing the Pedestrian Plan are under development:

- Completed Projects—How many improvements to pedestrian access were completed?
- Pedestrian Counts—How many people walk at key intersections?
- Pedestrian Collisions with Motor Vehicles—How many pedestrians encounter vehicle collisions?